

Triumph Mayflower Club



Worldwide Membership

WINTER ISSUE 2003 No. 110



Seasonal Greetings
from
FLOWER POWER

THE TRIUMPH MAYFLOWER CLUB

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*When writing to a committee member and you require a reply, please enclose a
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not
as a full-time occupation, so when contacting them other than by letter, please ensure that
you choose a reasonable time of day*

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Cover: Mayflower belonging to new member Kent Edlund (971) living in Tyreso, Sweden

The information contained within Flower Power is the view of the writers and not necessarily those of the editor or the Mayflower Owners Club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the members own risk and neither the club nor any individual shall in any way be liable for injury, loss or damage resulting directly from the use of such information.



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Editorial

Christmas greetings to you all

ON BEHALF on the committee members may I wish you all a very happy Christmas and a Successful New Year with all your motoring projects.

On returning from America in early December I expected to find a mountain of mail including at least a half a dozen letters from members telling me about their visits to rallies or their restoration projects but alas virtually nothing!!

If it hadn't been for Eddie Copson and Roger Hallam it would have been impossible to produce anything approaching a quarterly magazine.

If we, as a club, want to continue as a successful forward-looking organisation there has to be more

Web-sites Club Site

[www.
triumphmayflowerclub.com](http://www.triumphmayflowerclub.com)

Historian Site

[www.users.globalnet.co.uk/
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effort by *you*, the members that make up the main body of the club. So please no more excuses get pen to paper and let me hear from you. Enough said!

During a recent visit to the Yorkshire Dales with a group of friends we were travelling back to our hotel when we started passing classic cars, then suddenly right in front of me — a Triumph Mayflower!

I was so shocked — in the 27 years that I have owned a Mayflower I have only once seen another one on the road — that I forgot to make a mental note of the registration number!

Was it a member? The date was Sunday, October 5 2003. Let me know — *please*.

Copy dates

The last copy dates for the next three issues of *Flower Power* are: 1st March 2004 — Issue 111; 4th June 2004 — Issue 112; and 4th September 2004 — Issue 113. Copy can be sent by post or e-mail prior to these dates.

Chairman's report

by Peter Benfield

AFTER THE TWO very mild months of October and November, classic car owners can look back during the coming long winter evenings to a wonderful summer and autumn of ideal weather conditions for our vehicles.

My own car has infact seen only one fall of rain during all the rallies and outings I have attended.

This excellent weather has resulted in much more annual mileage covered and with our free tax disc we have been able to enjoy a late Indian summer at no extra cost.

It was good to see that our successful Kimbolton Rally received coverage from Tony

Beadle in the September/October edition of *Triumph World*.

This magazine also had two Mayflower articles which have been reprinted elsewhere in *Flower Power*.

Such publicity does I feel encourage not only present owners of Mayflowers but also possibly alerts prospective future owners to the joys of owning such a unique car from the early 1950s.

Classic Car Weekly held a competition in October for what they judged were the best club magazines with prizes of £300, £150 and £50 for first, second and third respectively.

Two recent copies of Flower Power were entered for category "A", clubs with under 200 members. I thought we might have stood a chance for one of the prizes but I hadn't realised the stiffness of competition.

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The first prize was won by the *Lotus News* — a publication of 52 pages of A4. This is obviously a reflection of what can be achieved by enthusiastic membership input.

The Annual Planning Meeting took place on Sunday, November 30. Sadly only five members attended.

Our success over the last few years has been achieved from ideas and discussions at these meetings and this low attendance does throw a heavy burden on a few enthusiastic members who have to make important decisions on the coming year's events.

It is also an opportunity to air one's views on how the club is run

WANTED

Contributions for Flower Power No. 111

**PLEASE KEEP THE
LETTERS AND
E-MAILS COMING IN**

Anything about
Mayflowers,
Rallies, Autojumbles, etc

Send to:
Acting Editor
John Gogay
by post or E-mail

Reconditioned Water Pumps

After a great deal of research Jim Poole has been able to find an engineer capable and willing to recondition this vital component. Seven pumps are now undergoing this process and a further announcement will be made in the spring edition of Flower Power as to future availability and price. This item will be sold on an exchange basis. Many thanks to Jim for his efforts on this score.

and contributions without commitment would help the smooth running of decisions which have to be taken at this time.

Recent successful rallies have entailed careful choice of interesting venues, suitable hotel accommodation in the immediate vicinity, together with all the other ancillary activities which moulded together ensure families and friends have an enjoyable weekend.

On behalf of myself and the committee; we all wish you a merry Christmas and the New Year will give you the chance to catch up on all the little jobs which will make motoring in 2004 a pleasureable experience.



By Eddie Copson (926)

WELL IT'S not quite backs to the wall with your country needing you but your club most certainly does.

We can't promise you the King's Shilling either but what we can promise is a nice friendly atmosphere at our twice yearly meetings.

Just a few members turned up to the very important planning meeting at the Alumwell Junior School, Walsall, on Sunday, November 30.

We are very conscious that just a few members are making decisions that effect lots of Mayflower members and are racking their brains on how to involve more individuals.

We know the major problem is distance; we have members from Scotland to the Isle of Wight

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besides those living overseas so meetings are difficult.

What am I asking for?

Well there are members that are more central and maybe would like to become more involved, or members could write or e-mail to the committee their support, ideas, even criticisms. We want and need to know your thoughts.

We also need people to get involved in the annual rally. Last year's rally at Kimbolton Castle was so enjoyable with 21 cars present, this year's rally I understand will be in the Cotswolds.

Incidentally, talking about the Cotswolds, I spotted a Mayflower in a garden in Knailsworth near Stroud whilst visiting my daughter on the opposite side of the valley.

I took down the number, YMG 777, and after having found out the owners address was about to drop a magazine in when the Secretary informed me that we had three new members from that area.

So welcome to the club and we look forward to seeing you at the rally in June, maybe we can get the attendance up towards the mid 20s.

What a useful number of pages printed in the centre of the last Flower Power (108) listing membership and vehicle details. I now find I have two other Mayflowers in the Birmingham area, in fact one of them, PHY 533, pulled into my driveway a couple of months ago.

Sadly the owner wasn't sure about keeping his car but his wife really liked it and wanted to hold on to it. This does prove how discerning women can be, come on pal you know you are wrong on this one.

Back to the committee's original plea, we do need help in planning future events, helping each other with spares, both new and secondhand, sharing expertise, contributing to the magazine and in lots of other areas.

Please contact any committee member if you would like to help.

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Metallic jade green, beige leather interior, heater, 5 new correct Dunlop tyres, rimbellishers, stainless steel exhaust, period AA and GB badges, roof rack and period luggage, Lubricharger, front fog lamp, Driver's Handbook, Workshop Manual, Bodywork Manual, original tool roll, Advertising Brochures, period road maps/AA manuals etc, period radio, new window rubbers, excellent mechanically, 96,000 miles, some history, MoT to 20/5/04. Car is correct, known to the Club and was top 5 concours winner in 1999 and 2003. I have owned this car 5 years and have driven all over the UK - 187 miles in one go being the longest single stint. Reliable and ready to show. Growing young family requires reluctant sale. Drive it away from North Lincolnshire, 7 miles off the M180.

Photos online at http://www.users.globalnet.co.uk/~nicouls/triumph_mayflower_sale.htm £3,000
Stephen — 01724 762061 / 07717587818

Letters... and E-mails**Overheating
updates**

Dear John,

After writing the article on overheating (page 10) and sending it to the editor I have now had a little time to try out Howard's theory of lazy water and here are my findings two weeks later:

My temperature gauge rises quickly from cold to 100 degrees and above just as I begin to get worried it then drops to a perfect 80 degrees.

It then shoots up again to 100 plus degrees and again back to 80 degrees this may happen two, three or four times before it stops at 80 degrees permanently.

It will then hold that temperature for the rest of the journey with no problem.

So what's happening to cause this fluctuation?

After much thought I came to the conclusion that because the temperature sender is situated in the rear of the engine and the thermostat is in the front, well away from the heat of the pistons, the thermostat is not opening quickly enough.

By restricting the flow of the water through the by-pass hose this does not allow the hot water to flow beneath the thermostat and tell it to open quickly enough.

When the heat does reach the thermostat it then opens, this allows a sudden flow of cool water around the radiator which quickly cools the thermostat and shuts it again, the engine then heats up again to re-open the thermostat hence my erratic temperature changes.

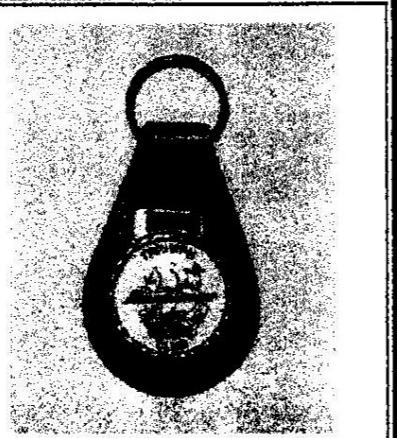
Eventually the temperature stabilises with no problem. It seems like a case of solving one problem and creating another?

This left me with the problem of getting the hot water to reach the thermostat quicker. I'm afraid I have been a bit like a dog with a

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bone with this problem and can't leave it alone.

The solution I came up with was to look at the thermostat more closely. My thermostat like most others has a wobbly pin with a rubber washer in it, this starts to make one think what is the purpose of this wobbly pin and why the rubber washer underneath?

Well my thoughts are: it allows for a small flow of water past but the rubber washer when pushed from the pump, pressure would restrict its flow.

So I decided to drill a 2.5 mm hole in the thermostat opposite the wobbly pin to allow the hot water to flow past the thermostat in order to open it.

The result now is my temperature does not go above 95 degrees when starting from cold it then drops to half way between 75 to 100 and holds this temperature permanently.

Success I think, but we are not in the summer temperatures so it's watch this space.

Conclusion

So in conclusion this is what I have done: Restricted the by-pass hole to 6mm, drilled a 2.5mm hole in the thermostat (this may not be necessary if you have the old type thermostat mine was a new style one set at 71degrees).

If any one tries this solution let the editor know, it will help us all.

Eddie Copson 926



Roger Hallams car at Bridwell Park

Old money quiz

Dear John,

Please find enclosed a copy of a quiz I produced for our twinning association.

I sent the quiz to my pension scheme and they used it for their newsletter so I thought you may

Every answer is a sum of old money, add up the total of your answers and enter in the box. Answers appear on page 00.

	£	s.	d.
1. A bicycle	0	0	$1\frac{1}{4}$
2. A stone	14	0	0
3. Half a pound of ? rice	0	0	2
4. Singer	10	0	0
5. A kind of pig	1	1	0
6. A royal headress	0	5	0
7. A leather worker	0	0	6
8. Part of a monkey's leg	0	0	$0\frac{1}{2}$
9. 50 per cent of panties	0	10	0
10. Hit repeatedly	1	0	0
11. Unwell sea creature	6	0	0
12. The Sun, Moon and Pluto	0	0	$0\frac{3}{4}$
13. An opera	0	0	3
14. Half of question 6	0	2	6
15. A Queen or a King	1	0	0
16. Three quarters of a pound	0	15	0
17. One hundred and thirty-two pence	0	11	0
18. The cost of an old Dog Licence	0	7	6
19. A famous old black stamp	0	0	1
20. A man's name	0	1	0
21. A West End show	0	0	3

Letters continue on Page 16

35	14	5½
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A possible answer to Overheating Problems

by Eddie Copson

I HAD a very interesting conversation recently with Howard Pryor on the problem of overheating.

It started when I phoned him to ask him to bring a speedometer cable for my Mayflower to the AGM. The clock in my car was wavering by a good 10 mph.

We discussed the usual, take it out and clean it, oil it etc, but I knew that when those little flats at the end of the cable are worn there's only one thing to do and that is to change it.

The conversation then came to that perennial chestnut, overheating.

My Mayflower has not suffered unduly from this problem in the year or so that I have had it on the road but I will come to that later.

We discussed at length the technology, if you can call it that of the cooling system. Howard came up with this very interesting theory that Historian Steve Coulman had mentioned to me at last year's rally concerning the bypass hose.

Howard then sent me an e-mail that read something like this:

"In my occupation as a plumbing and heating engineer I am often called out to repair heating systems that are out of balance, that is one radiator is hotter than the others and the furthest one on the system is coolest.

I explain that water is lazy and will always follow the easiest route. Restricting the water flow to the hottest radiator by adjusting the lockshield valve and forcing the hot water through the system to the furthest radiator solves the problem.

Simple? Of course. But what has this to do with the Mayflower?

Overheating has always been a problem especially with fuel burning hotter. Most owners go down the route of plugs, points, timing, checking for radiator blockage, flushing the engine block, fitting the correct thermostat, etc.

What is left? The bypass on the thermostat housing.

The bypass runs from the aluminium thermostat housing to the water pump connected by a short length of hose. Inside the housing is a purposely reduced orifice, this can easily corrode and become enlarged and allow too much water to pass through, i.e. the lazy water syndrome.

What I did was to cut a short length of copper pipe with a 6mm

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inside bore and fix it in solid using a back to metal compound. The result was instant, I now run at a constant 75 degrees even on a steep incline.

To test this theory further Steve Coulman also performed this modification by aluminium welding the casting and then drilling the hole to 6mm, another success."

So that was Howard's e-mail.

Never to be one to be left out I decided to investigate for myself by studying the water flow diagram. Stripping a water pump completely and measuring three spare thermostat housing castings and came to the following conclusion

(please forgive me for being very basic with some of the information).

The cold water flows from the bottom radiator hose up to the pump. From here the pump forces the water into the engine block and up in to the head and then into the thermostat housing (fig. 4).

It should then split into two directions, back to the rear of the pump and also into the heater, or be pushed up into the header tank of the radiator and then fall due to the thermo siphon system (hot water rises, cold sinks) towards the bottom hose being cooled by air flowing through the radiator.

As seen from the diagram, water

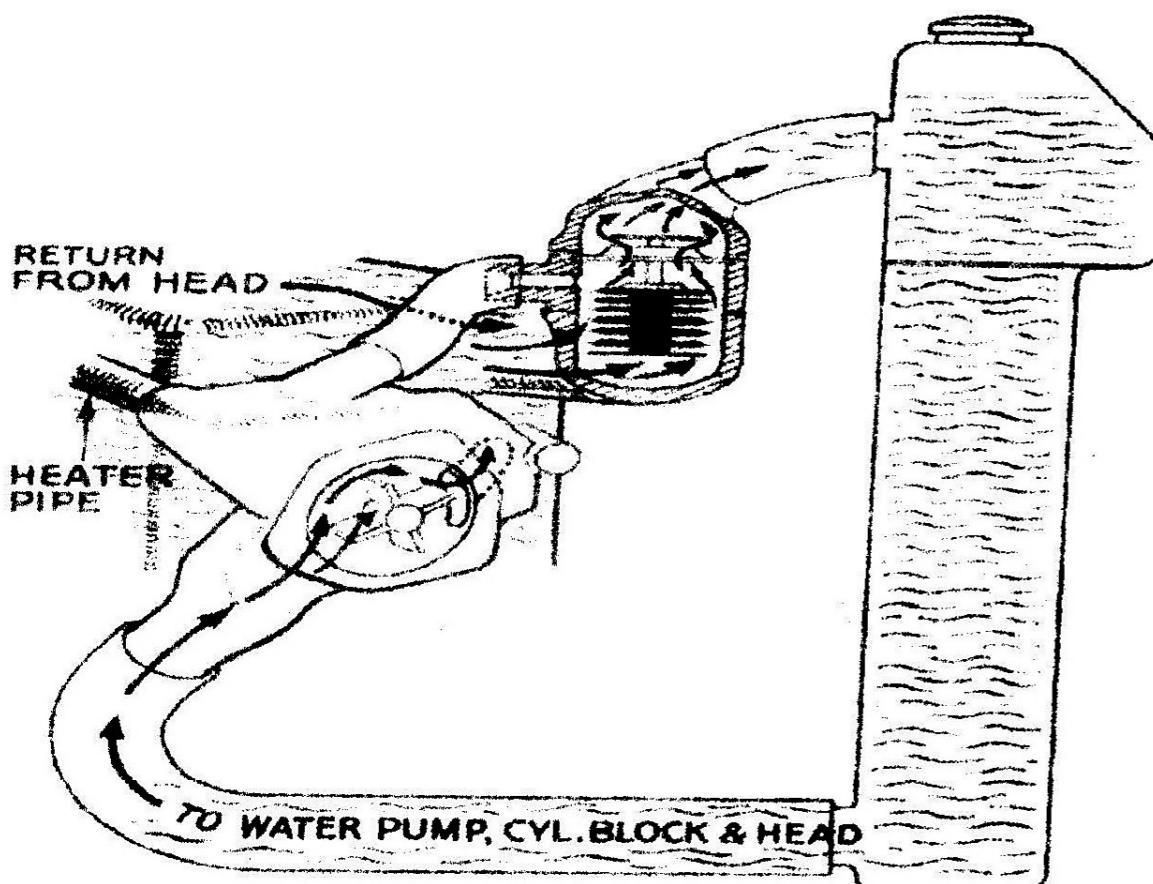
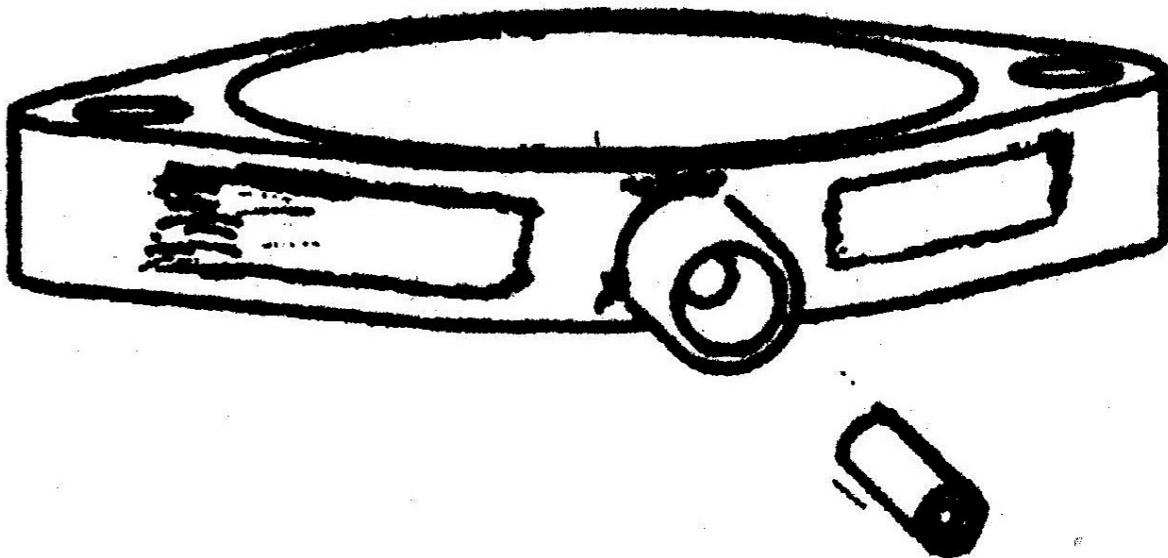


Fig. 4. Diagram of water circulation with thermostat valve open.



has two choices of flow when it reaches the thermostat housing. Push up past the gap left by the open thermostat or take the lazy route and flow to the left through the oversize hole in the aluminium casting into the bypass hose and back into the pump thus avoiding being pushed into the radiator to be cooled.

Have a look

Well back to my Mayflower. I decided to look at my thermostat housing even though as I said my car has never overheated but was erratic and easily went towards the boiling point before the thermostat opened to cool the engine.

To my surprise I found that on removing the aluminium housing the small bypass hole was completely blocked by bits of silt obviously as a result of overheating the engine some 12 months ago and disturbing the cooling system.

What does this suggest? I think it tells us that Howard's theory is

correct and the bypass hole is too big. So it's move over Newton with your silly apple, we have Howard's Way with his Lazy Water.

For further information on the way I modified my casting was by threading a piece of aluminium rod, drilling a 6mm hole through it, tapping the casting and then screwing it into place.

On inspecting the castings the holes were approximately 8mm, reducing this to 6mm seems to be the answer.

The thermostat in my car is letter "A" and 71 degrees.

This begs the question, if your car overheats would putting a clamp on the bypass hose (to restrict the water) have the same effect?

Please, if anyone tries this let us know but don't bill us for the hose if it rips! Feedback on this article, success or otherwise, helps us to help each other.

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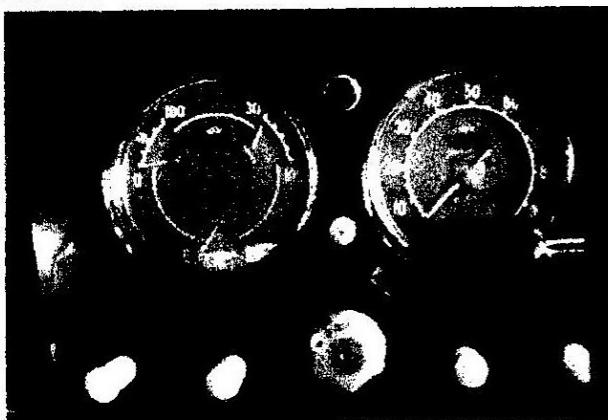
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Apologies for incorrect Phone number in some issues

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Rally report

by Howard Pryor

WHAT A year for Mayflowering, the best ever annual rally, write ups in *Triumph World* by Peter Benfield and Steve Coulman and a full photographic article on Malcom Barnsley's car.

We also had a stand with the Triumph Roadster Club at the National Restoration Show where Jim Poole once again showed his car and members Eric Partridge and Adrian Williams signed the Visitors Book.

Unfortunately I could not attend because of a Christening but I am sure that Mayflower hospitality was duly extended through Jim and the Triumph Roadsters.

We will again be showing at the Stoneleigh Triumph Show on February 8 2004 where Eddie Copson will show his car together with the Roadsters.

Book it now, I will attend, Peter Benfield says he is attending, so read all about Mayflower overheating elsewhere in this issue of *Flower Power* and come and discuss it, see how it's done and get your free cup of tea on the stand.

I promised in 2003 that I could not think of another anniversary for the Mayflower Club. Well it has come to my attention that the Mayflower Club has been going for 30 years — not bad from that one

page newsletter back in Bristol all those years ago.

The 2004 Rally was to be at Gaydon Heritage Centre, however when further enquiries were made their entry charges were a little on the heavy side and we then decided to switch to Burford — Cotswold Wild Life Park. The date has now been confirmed as June 20.

I would like to invite all those founder members who are still

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Photos online at:
users.globalnet.co.uk/~nicouls/triumph_mayflower_sale.htm
 £3,000 — Stephen
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with the club and, if we can contact them those who are not, to attend Burford to personally thank them for their stirring work of the past and assure them that in the present committee hands the club is going from strength to strength.

Norman Ward has entertained us at a few rallies with his impression of George Fornby songs, if there is anybody out there who can do some entertaining at the Annual Rally please let me know.

You will read elsewhere in the magazine that the club is extending its committee, if you think you have something to offer please offer your assistance, I can only assure you it is fun and sometimes very satisfying to get on the band wagon and get involved.

Remember February 8, Triumph Show, Stoneleigh; June 20, Annual Rally, Burford.

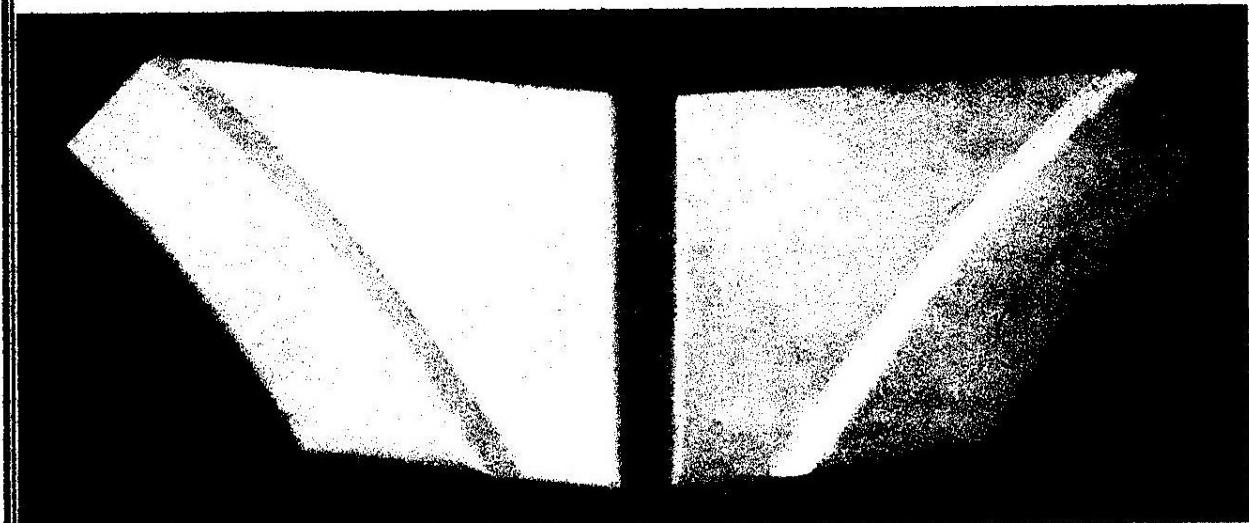
Have a very Happy Mayflowering Christmas and New Year from and thanks for your support. — Howard

ANNUAL RALLY

Sunday June 20 2004

COTSWOLD WILD LIFE PARK

Bottom Front Wing Patches



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Letters continued

Mayflower watches

Dear John,

I have just had this watch produced via Image Logo UK Ltd and wondered if any other members would be interested?

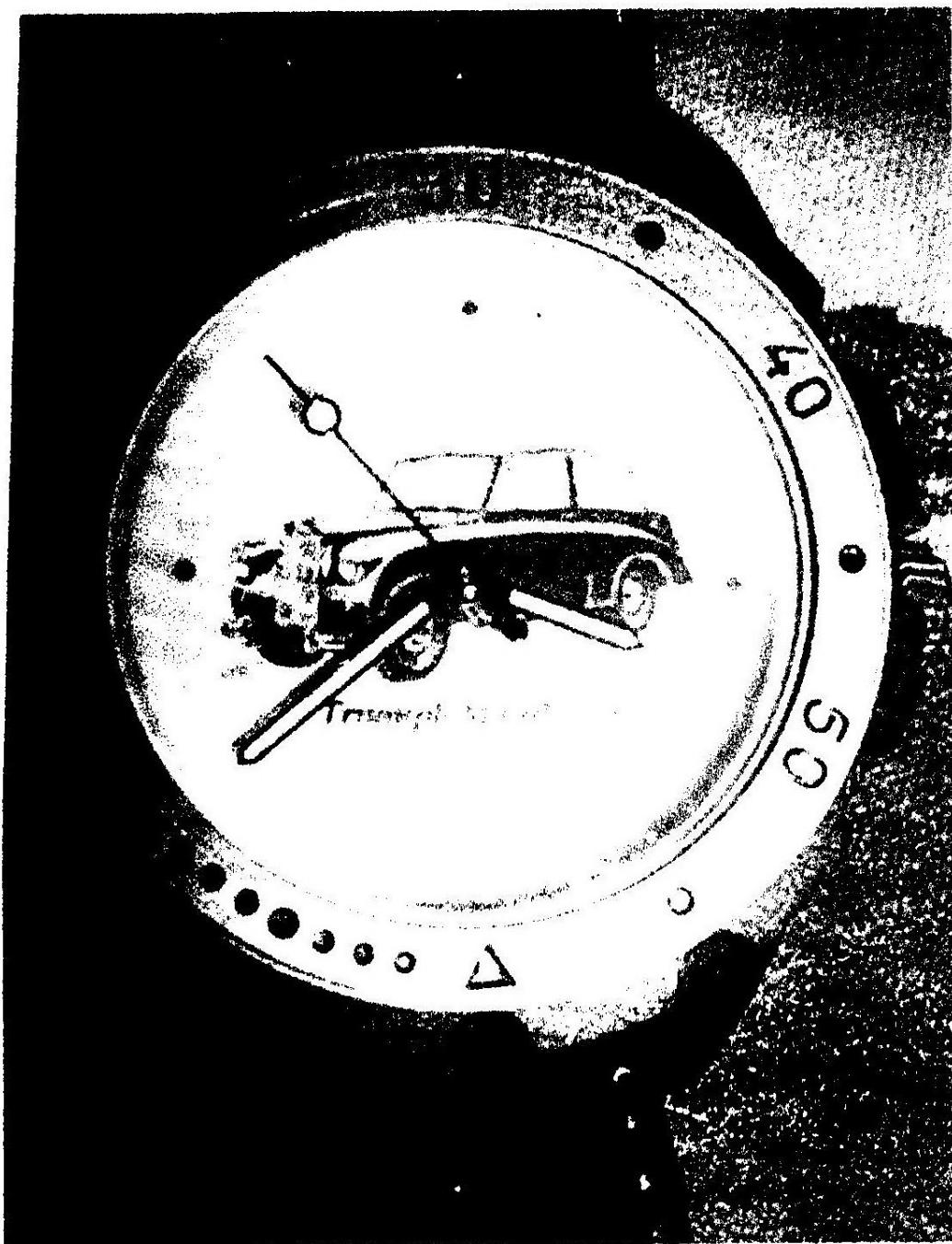
If 20 or so members are interested we could get a

discounted price of somewhere around the £20 mark.

I am willing to take orders and arrange the manufacture if you think it is a worthwhile project.

*Sincerely, Roger Hallam
3 Dukes Orchard, Bradninch
Devon EX5 4RA, England*

Would interested members please get in contact with Roger and many thanks Roger for your articles — Ed



Better late than never

Dear John (Oaker),

Sorry for being so late in paying my dues.

This past spring and summer my wife and I have put our 1953 Mayflower in several car shows and received a lot of interest.

Most people here in Washington State have never seen or even heard of a Mayflower. They think its a Rolls-Royce, somehow made small.

The car is almost finished now, need to finish the back windows and interior. I trailer it to shows but do drive it around my neighbourhood.

We showed the car at the All British Meet in July and came in second place for our division. It was held in Bellevue Community College.

We had the only Mayflower in all the shows we entered.

Best regards

Dan and Barbara Brown (60)

PS — What are car sills?

Sill — is the bodywork panel that runs the length between the two wheel arches — Ed

Included with the magazine is a Standing Order form for those UK members wishing to pay their subs in this manner. Just fill it in and take it to your nearest Lloyds TSB Bank before March.



Dan and Barbara Brown's very smart looking Mayflower



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Mayflower virus

(part of an article written by Steve Coulman in Triumph World)

FURTHER to Peter Benfield's letter in the last issue about the Mayflower. In 2001 I launched a modest Internet site about the Triumph Mayflower (users.global.net.co.uk/~nicouls/mayweb2.htm), chiefly because I wanted to know if I could do it and also to promote my passion to unsuspecting souls in the hope that they would get the Mayflower virus.

It has attracted moderate interest and I have communicated with people all over the world on matters Mayflower, and classic cars generally.

I recently received an e-mail from a chap living only 60 miles away (it is a small world), who races classics in Banger Derbies. He sent me 'before' photos of a Mayflower that a friend had raced and I must admit it looked rather good in sky blue and bright orange.

Apparently, it fared rather well. I then received, via the post, two videos containing Mayflowers and other classics 'racing' at Hednesford Hills in 1999 and 2000.

I can now honestly say that I've seen a black-and-red Mayflower, named Pac-Man, fly through the

air! I still can't believe the stability of the car as it landed on its wheels and trundled along, to be crushed later in the mêlée.

Ongoing communications have revealed that most banger racers have a classic that they lavish the same love, money and attention on that I believe most of us do with our own cars.

The classics that my e-mail friend races, in common with the majority, he tells me, are rotten and not economically viable to save — otherwise he would pass them on to a good home.

I assume you are either fuming at the destruction of classic cars or wondering where this letter is going. If I told you that Ernie Wise once had a Mayflower and it was to be raced, would you be concerned?

I'm thinking probably not, as Mayflowers don't interest you in the slightest because they are odd little things powered by a rubber band. The problem is that so few people are interested in Mayflowers that many in good, restorable condition are being scrapped or 'raced'.

So, the next time you see a Mayflower for sale or in a scrapyard, please have a long hard look at it. Okay, they are not fast, not particularly handsome but they are easy to work on, great fun to drive and have an excellent owners club. I've got the virus and I'm hoping to pass it on to you.

Mayflower renaissance

(part of an article written by Peter Penfield in *Triumph World*)

THE successful Triumph Mayflower Club rally at Kimbolton Castle in July must surely confirm that this much maligned vehicle is enjoying a resurgence of interest.

Annual attendance over the last eight years has been consistent (varying between 18 and 20) but numbers alone do not tell the whole story.

The enthusiasm shown was truly remarkable, one member bringing two cars, while others trailered their nearly-finished cars to the event.

There have, of course, always been enthusiastic owners and the club owes much to its founders:

Reg Varney, Terry Mills, Derek Goodyear and the late Phil Hall (who surprisingly, never actually owned a car).

To their credit they struggled valiantly in the beginning, with little input from the membership for the quarterly *Flower Power* magazine and only five or six cars at early rallies.

The TMC is one of the smallest clubs, with about 140 members but it is well managed and on a sound financial basis.

Several early cars have surfaced recently, all with the smaller rear window and turn-down door handles — one unique example even has a chrome strip down the centre of the bonnet.

Sir John Black's car provided a comfy and economical mode of transport that was appropriate to the time. It is those characteristics that appeal to people who are nostalgic about the 1950s.

Letters continued

Virus spreading!

Sir,

I have just purchased SBB 892, I love it so much I intend to buy another one, maybe in better condition.

I am interested in FDO 434, you may know the car. In fact I think I will start collecting them.

Anyway I got quite a few spares with the car which I don't need and to help offset the cost would like sell.

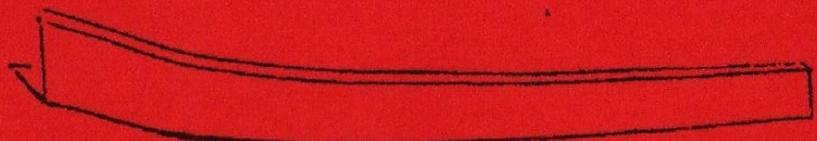
There are too many to list but are in good condition and all cheap!

Call 01332 883593 for details.

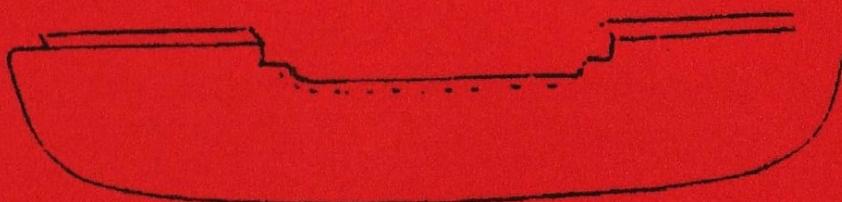
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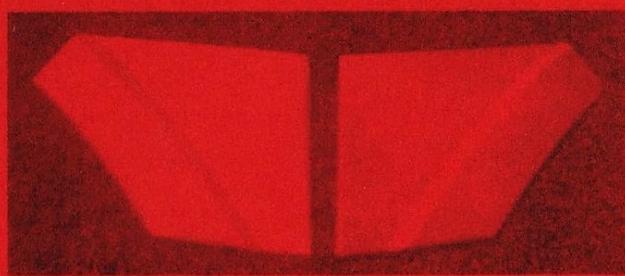


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In my rush to produce the magazine I forgot
to include the answers for the quiz on page 9

1. Penny farthing; 2. 14lb; 3. Penny rice; 4. Tenor; 5. Guinea, £1 1s; 6. Crown, 5s; 7. Tanner 6d; 8. Ape knee, ½d; 9. Half a knicker, 10s; 10. Pound; 11. Sick squid, £6; 12. Three far things, ¾d; 13. 3d opera; 14. Half a crown, 2s 6d; 15. Sovereign, £1 face value; 16. 15s; 17. = 1ls; 18. 7s 6d; 19. Penny black, 1d; 20. Bob, 1s; 21. Half a sixpence, 3d

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